

## SG Southern Gateway

This corridor plan addresses the area shown in Map AP-SG1. The Plan area encompasses a large land area, extending south from downtown Raleigh at MLK Boulevard to the intersection of S. Wilmington and Tryon Road, and from Lake Wheeler Road east to Hammond Road. S. Wilmington Street is designated as a multi-modal corridor in the City's growth framework map while both the gateway corridors north of I-40 falls within the Downtown Regional Center designation. Most of the project area falls within the city's targeted economic development area with the exception of the area to the east of S. Saunders between Pecan Road and Tryon Road.

This area of Raleigh includes or borders several distinct neighborhoods; however, the major corridors serve to divide these neighborhoods, and the adjacent land uses along these gateway corridors into downtown lack a cohesive character and identity. There are many vacant, deteriorated, and/or underutilized sites and buildings that contribute to the negative character and perception of this area. Therefore, the planning goals of this area are to implement improvements, generate strategies for connectivity, identify infrastructure investments, implement public realm improvements, and protect natural resources in order to support growth and reinvestment.

### Policy AP-SG 1 Targeted Investments

Concentrate public infrastructure investments and redevelopment priorities into the four key focus areas locations at S. Saunders, Cargill, S. Wilmington/Rush Street, and Tryon Center. Promote a mix of residential, office, and retail uses adjacent to established neighborhoods.

### Policy AP-SG 2 S. Wilmington Street Transit Corridor

Reposition S. Wilmington Street into a complete street extending all the way to Tryon Road that maintains two lanes for vehicle traffic and establishes separated bicycle facility, and dedicated transit lanes for Bus Rapid Transit.

### Policy AP-SG 3 Improve Connectivity

Enhance connectivity throughout the district with improved intersections, additional sidewalks, shared-use trails, and on-road bike facilities, to link neighborhoods to each other, as well as to the redesigned S. Wilmington Street.

### Policy AP-SG 4 Redevelopment with Public Private Partnerships

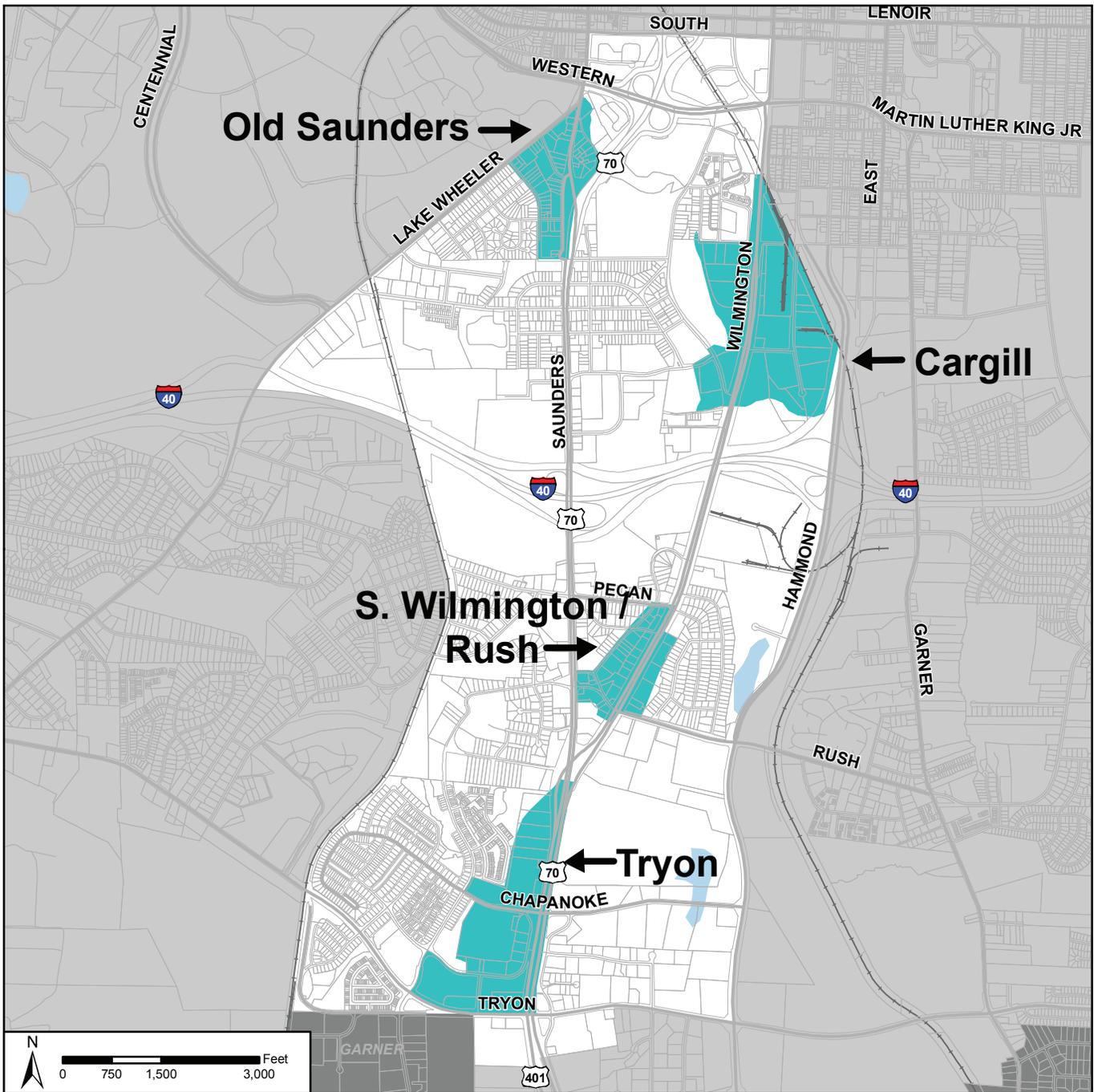
Seek opportunities for public-private partnerships to catalyze major redevelopment projects identified within the southern gateway plan district with supporting infrastructure investments.

### Policy AP-SG 5 Improve Greenway Trail Connections

New development within the district should link to and extend the greenway trail system that links areas south of I-40 to each other and to downtown, Dorothea Dix Park, and the State Farmers Market. Improve connections to the Capital Area Greenway System with the incorporation of green infrastructure.

Four target locations, each with its own scale and character, are identified as key focus areas with opportunities for development as identified in Map AP-SG2. Each focus area can take various physical forms in scale, complexity, and architectural style depending on their location and context.

# AP-SG1: Southern Gateway



 Focus Area

## Old Saunders Focus Area

This focus area hinges on the realignment of S. Saunders Street between Maywood Avenue and Martin Luther King Jr. Boulevard. The development concept for the Old Saunders focus area is to capitalize on the new open space created by the realignment of streets to improve redevelopment options, create a main street, a plaza/event space, and create space for start-up businesses in the Caraleigh / Old Saunders warehouse district. Old Saunders district will borrow compatible character and scale of the existing warehouses and adjacent historic neighborhoods. A special “makers” district with entrepreneurial startup businesses would encourage new investment in this area. Special consideration should be given to protect and complement the historic character of the adjacent Caraleigh neighborhood. Redevelopment along Lake Wheeler Road should be reevaluated as part of the Dorothea Dix Master Park and Downtown Plan implementation.

### Policy AP-SG 6 Warehouse Adaptive Reuse

Encourage the reuse of warehouse and raw spaces in the Caraleigh/Saunders focus area to attract small businesses in the emerging “maker” industry. It would be advantageous for these businesses, such as tech shops, brewers, alternative/indoor farming, to be located close to downtown to build new businesses and a community.

### Policy AP-SG 7 Preserving the Historic Character

New development and redevelopment should borrow design cues from the existing warehouses and complement the historic character of the adjacent neighborhoods such as Caraleigh.

### Policy AP-SG 8 Main Street Character of S. Saunders

New buildings and additions along old S. Saunders Street should use an urban approach to frontage, and placed close to the street with no parking between the lot line and building facade. Ground floor retail should create a retail-serving Main Street that can capitalize on traffic generated by a destination park on Dix Hill.

### Policy AP-SG 9 Redevelopment between Old S. Saunders and S. Dawson Streets

Developable parcels between Old S. Saunders Street and S. Dawson Street (southbound) should support a mix of office and service uses framing a welcoming gateway to downtown Raleigh.

### Policy AP-SG 10 Redevelopment of Lake Wheeler Road

Development along Lake Wheeler Road should create an attractive and prominent edge to Dorothea Dix Park. Higher densities will capture value from the park and put more users within close proximity.

## Cargill Focus Area

Bound by S. Wilmington Street, Hammond Road and I-40, access to the Cargill site is limited by railroad tracks, streams, terrain, and driveway connectivity constraints. Successful redevelopment will require significant access improvements, especially for pedestrians, bicycles, and transit. Cargill represents a long-term opportunity for mixed use, primarily office, but could include light warehouse, residential, a special single use or a special civic use. Its close proximity to the downtown core represents a unique opportunity to provide quality office space at rates less costly than downtown.

While development may be many years out, this site represents one of the last few major redevelopment areas within the downtown catchment. Much of the private property is currently in industrial use by Cargill and in warehouse use by commercial businesses. The City of Raleigh has operational uses on significant parcels in the land area.

### Policy AP-SG 11 **Redevelopment of Cargill Site**

Encourage relocation of industrial uses in the Cargill focus area to support a compatible mix of urban office and housing uses. New housing can bridge the gap and provide much needed context for a transformation of the housing in the area.

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### Policy AP-SG 12 **Land Uses**

Encourage mixed-uses, primarily office uses that could include light warehouse, high density residential, a special single use or a special civic use in the mixed use area to the east of the proposed S. Wilmington transit corridor.

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## S. Wilmington / Rush Focus Area

The recommended transportation improvement with the greatest potential for catalyzing redevelopment of the S. Wilmington Street Focus Area is the conversion of S. Wilmington Street to a major transit corridor with greatly enhanced bicycle and pedestrian facilities and connections. This focus area will transform the intersections of Rush and Pecan with S. Wilmington Streets to create a vibrant core, linking several isolated communities and breathing new life into this part of the study area. The strategy for this area focuses on mixed income housing and local service retail.

### Policy AP-SG 13 **Wilmington/Rush TOD Neighborhood**

New development in the S. Wilmington / Rush Street Focus Area should include a mix of land uses, heights, and urban frontages needed to support a new transit station in the vicinity of Pecan Road and Rush Street. Mixed-income housing is encouraged and should be pursued in this area. The development pattern should emphasize walkability.

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## Tryon Focus Area

The Tryon focus area will continue to serve the large number of commuters passing by each day, while creating a commercial gathering place for the Renaissance Park community. The Tryon focus area enjoys the most dynamic retail environment within the corridor, with a thriving ethnic business cluster. A development strategy embraces a more robust commercial and mix of uses. The most critical element of this approach is the extension of S. Wilmington Street on new alignment south to Tryon Road. This facility would cross S. Saunders Street at the existing flyover location, continuing southward on the western side. Not only does this new facility separate local traffic from US 70/401, it also provides an alternate route for northwest Garner traffic. The conversion of S. Wilmington Street to a dedicated transit corridor with enhanced bicycle and pedestrian facilities provides yet another option for reducing traffic on US 70/401.

### Policy AP-SG 14 Renaissance Park Hub

The Renaissance Park area should serve as a southern hub for the S. Wilmington Street transformation at Tryon Road. New retail development will serve commuters and residents alike, along with a potential mix of office and institutional uses.

### Policy AP-SG 15 Wilmington Extension as Central Spine

Extend S. Wilmington Street as a central spine for new mixed-use, commercial, and transit oriented development. A fresh mix of retail, office, and apartments could complete the Renaissance Park development with a bustling town center, replete with services, shops, and a viable transit hub including a park-and-ride facility.

### Policy AP-SG 16 Hammond Road Alternative

Hammond Road, which becomes Timber Drive in Garner, carries far less traffic than its capacity. Support NCDOT plans to convert the intersection of Timber Drive and US 70 to an interchange to reduce recurring delay at this location, and use wayfinding to encourage use of Hammond Road as a convenient alternative to S. Saunders Street.

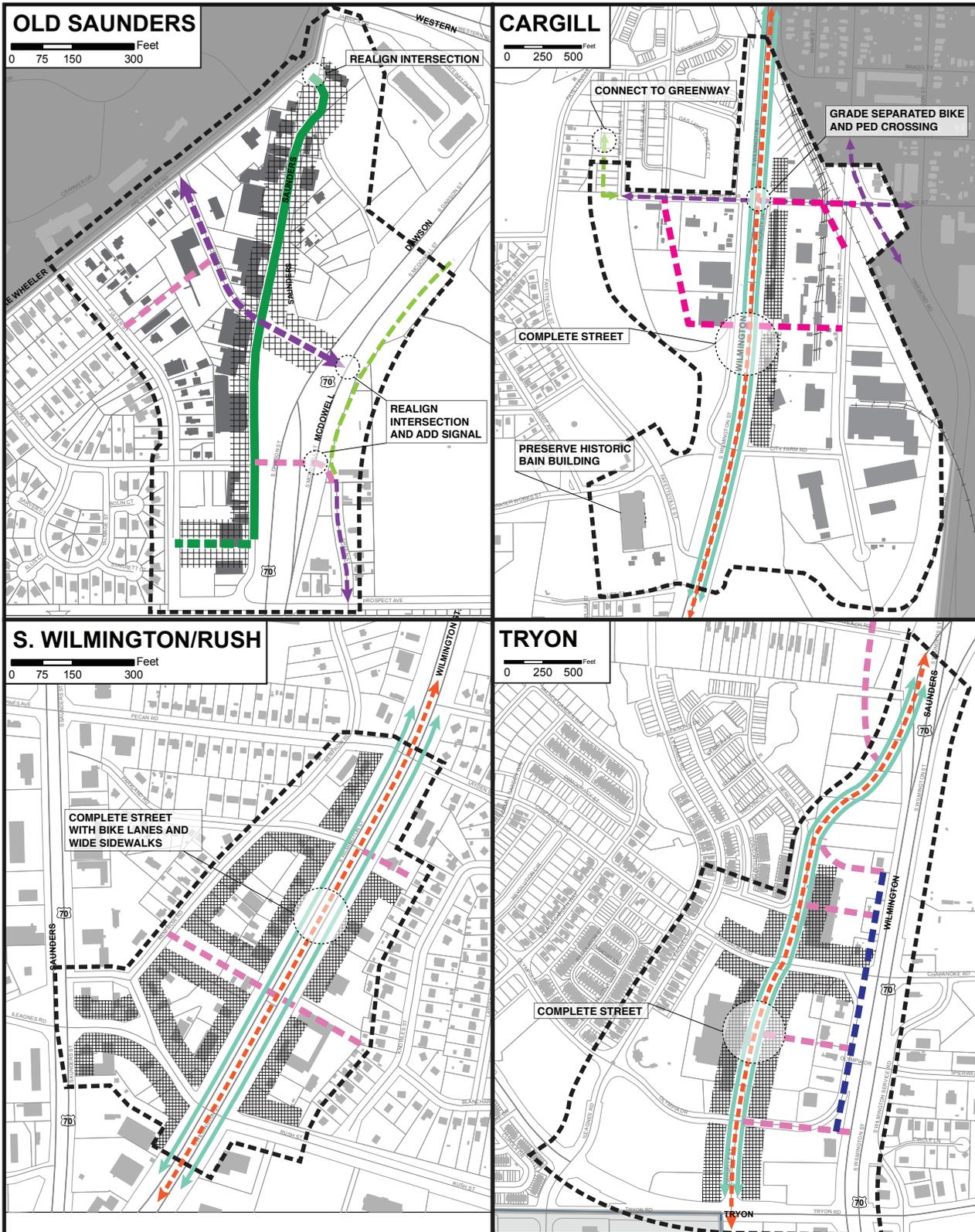
### Policy AP-SG 17 Connection to Garner

Develop a major transit hub and supporting connecting infrastructure with the conversion of the flyover to facilitate the S. Wilmington Street Extension to Tryon Road, and potentially to Garner Station Boulevard.

### Policy AP-SG 18 Enhance Overall Connectivity

Create a more robust street network providing alternate routes and reducing the need for short or east-west trips to use US 401. Bicycle and pedestrian options would also be improved and more efficient transit routing and access provided.

# AP-SG2: Southern Gateway Focus Areas



- Focus Area
  - Proposed Avenue, 4-Lane Divided
  - Proposed Bus Rapid Transit
  - Proposed New Street or Extension
  - Proposed Service Road
  - Proposed Urban Frontage
  - Proposed Main Street
  - Proposed off-street bicycle path
  - Proposed on-street bikeway
  - Proposed Main Street Extension
- Map created 11/15/2016 by the City of Raleigh Department of City Planning